

BookletChart™

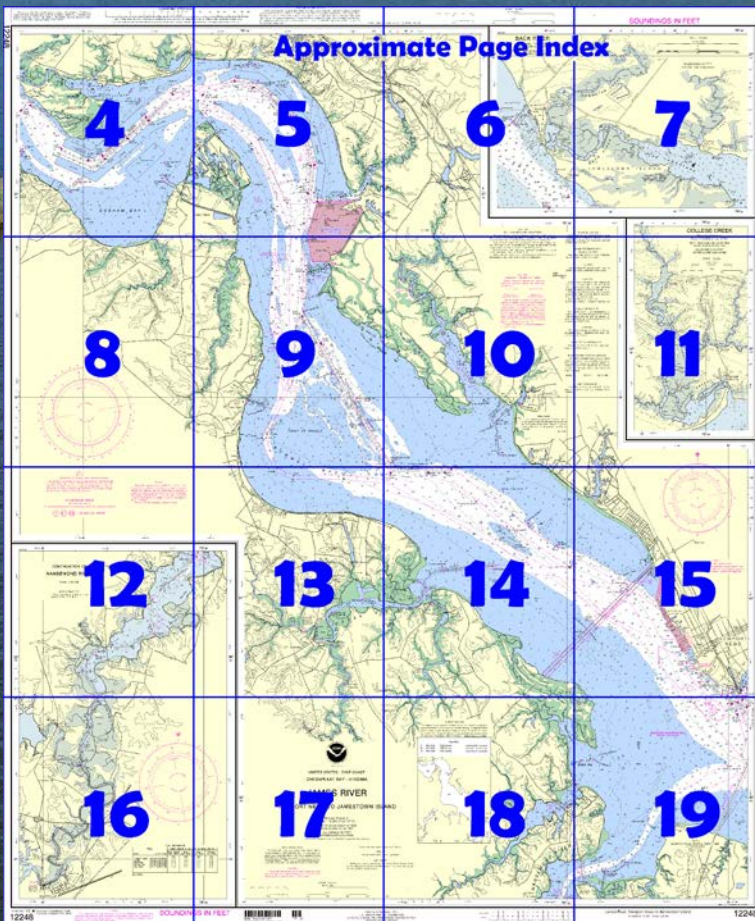


James River – Newport News to Jamestown Island NOAA Chart 12248

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12248>



(Selected Excerpts from Coast Pilot)

James River. Drafts of vessels above Newport News do not exceed 15 feet. The James River provides depths of 25 feet to the Richmond Deepwater Terminal and in the Terminal Turning Basin; 18 feet to and in the Richmond Harbor Turning Basin; 18 feet to the Lock at Richmond.

The currents in River follow the channel except between Hog Island and Jamestown Island where they set across Goose Hill Flats.

The places for **supplies** above Newport

News are Hopewell and Richmond.

A channel leads to Suffolk; centerline depth 9.8 feet to Daybeacon 26; 8 feet was to Suffolk.

The current is 0.9 knot and follows the direction of the channel.

2.2 miles southwestward of Pig Point, a channel marked by a seasonal light and daybeacons leads southward into **Bennett Creek**; the depth was 5½ feet in the entrance of the creek. The creek has deeper water inside to the highway bridge, which has a clearance of 20 feet. Gasoline is available below the bridge. From Pig Point to Hollidays Point Nansemond River leads between shoals that bare at low water. There are many fish stakes on the shoals near the mouth.

Great Shoal has an oyster bar that bares ½ foot at low water.

The highway bridge at **Hollidays Point** has a clearance of 7 feet.

Western Branch; the depth was 5 feet in the north half and 6 feet in the south half of the channel for 0.7 mile above the mouth; a midchannel depth of 2½ feet to 0.8 mile above the branch entrance; a midchannel depth of 2 feet to the highway bridge **Reids Ferry**. The channel entrance is marked by daybeacons for 700 feet above the Nansemond River. A marina, 0.7 mile from the Nansemond channel, has a pier with a depth of 10 feet. Gasoline and diesel fuel are available. The bridge at Suffolk has a clearance of 3½ feet.

Batten Bay has depths of 2 to 6 feet. **Ragged Island Creek** is little used.

Chuckatuck Creek has depths of 4 feet in the approach and deeper water inside for 1.7 miles. The channel is marked by lights, buoys, and daybeacons; the channel edges are marked by bush stakes.

A shipyard is at **Crittenden**; berths.

Pagan River; the depths were 7 feet from the entrance to Daybeacon 15, thence 3 feet (4 feet at midchannel) to Smithfield.

Jones Creek; the depth was 5½ feet (6 feet at midchannel); the highway bridge above the mouth has a clearance of 8 feet. A marina and fish pier are at **Rescue**; supplies, fuel, are available. The highway bridge, 2.5 miles above the mouth, has a clearance of 7 feet.

Cypress Creek has depths of 4 feet for 2 miles.

Smithfield. The highway bridge has a clearance of 15 feet. A bridge, with a clearance of 16 feet crosses the river 0.6 mile above the highway at Smithfield.

Deep Creek is an overnight anchorage. A marked channel leads from James River to a turning basin opposite Menchville; the depths were 5 feet (7½ feet at midchannel) from the entrance to the turning basin with 7½ feet in the basin

Dangers.—Numerous stakes, piling, wrecks, and other obstructions are on both sides of the main channel in James River.

Currents.—The currents in James River follow the general direction of the channel, except between Hog Island and Jamestown Island, 25 miles above the mouth, where they set across Goose Hill Flats. In the lower reaches, the velocity of flood is about equal to that of ebb. Near Richmond, the drainage flow predominates and the current seldom, if ever, sets upstream. These normal conditions are subject to change by wind and freshets.

During severe winters some drift **ice** appears, and at times the river freezes over, but navigation to Richmond hardly ever is suspended because the ice is broken up by a tug.

A **restricted area** is at the entrance to the Skiffes Creek channel. (See **334.280**, chapter 2, for limits and regulations.)

A privately marked barge channel with a reported depth of 12 feet in 1978 leads to the Surry Nuclear Power Plant on the west side of James River opposite Skiffes Creek. The nuclear powerplant is operated by the Virginia Electric and Power Co. A 120-foot-high nuclear reactor tower at the station is prominent from all directions on the river.

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Norfolk

Commander

5th CG District

Norfolk, VA

(575) 398-6231

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

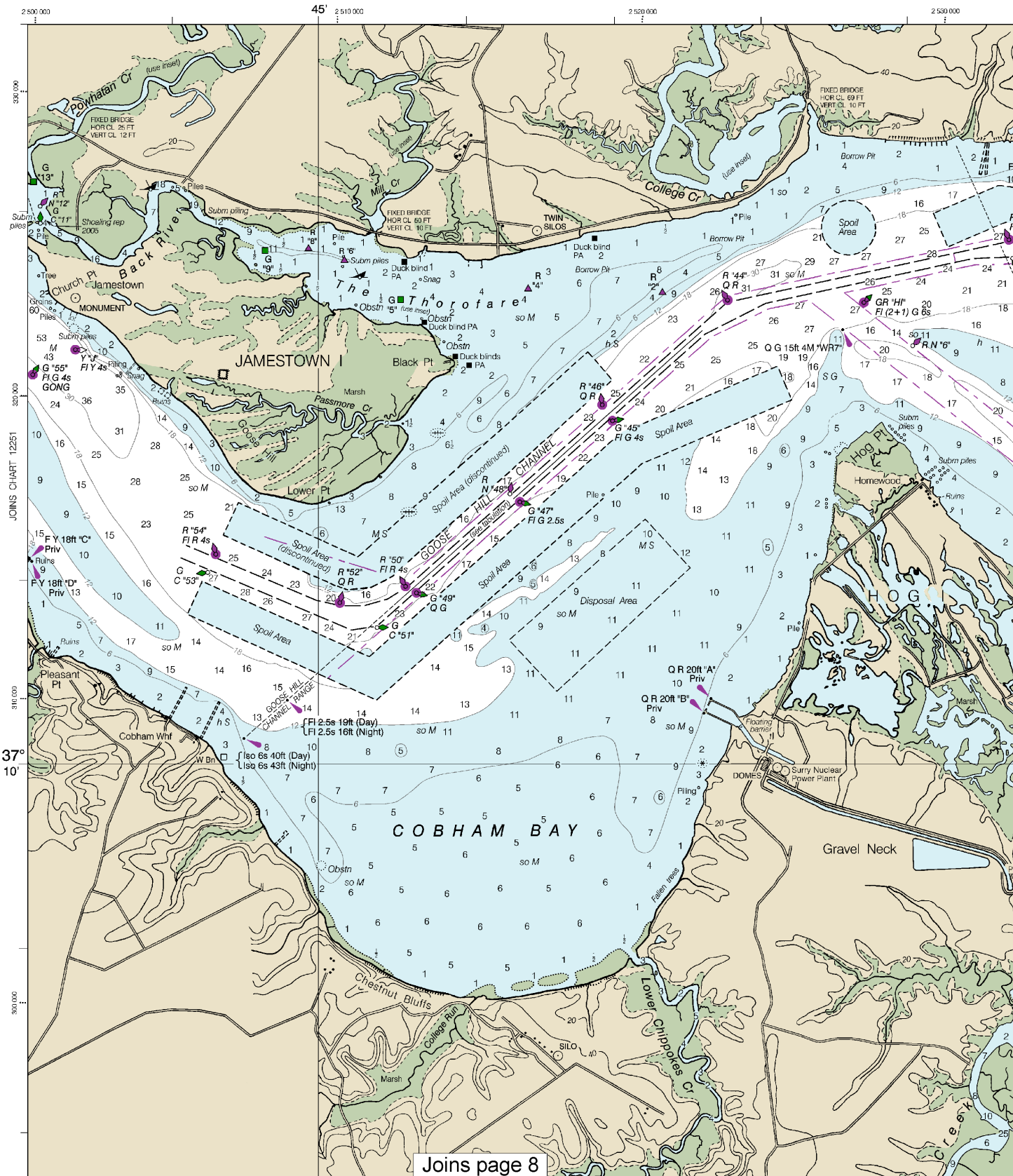
on navigable waters except Western Rivers

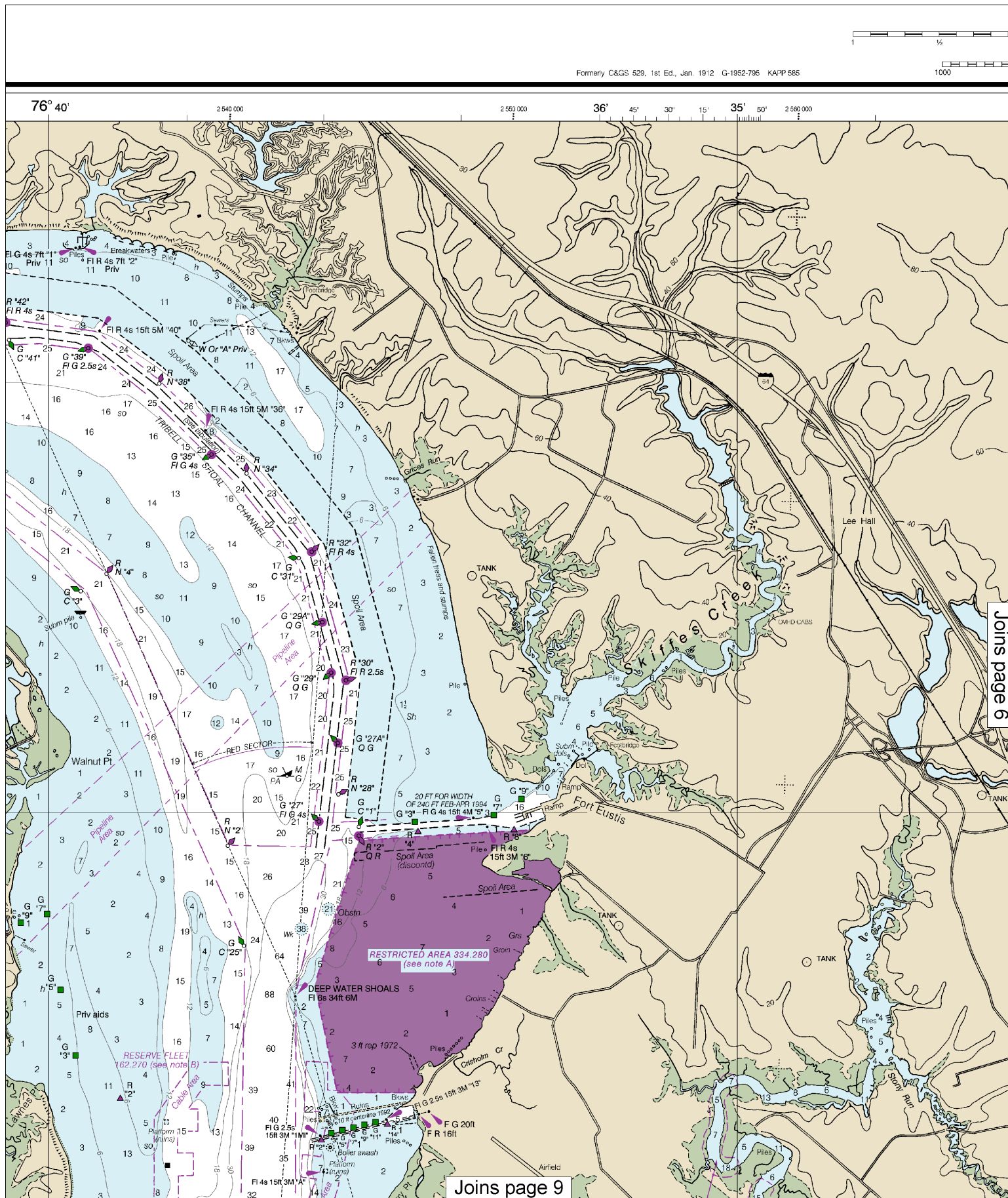


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

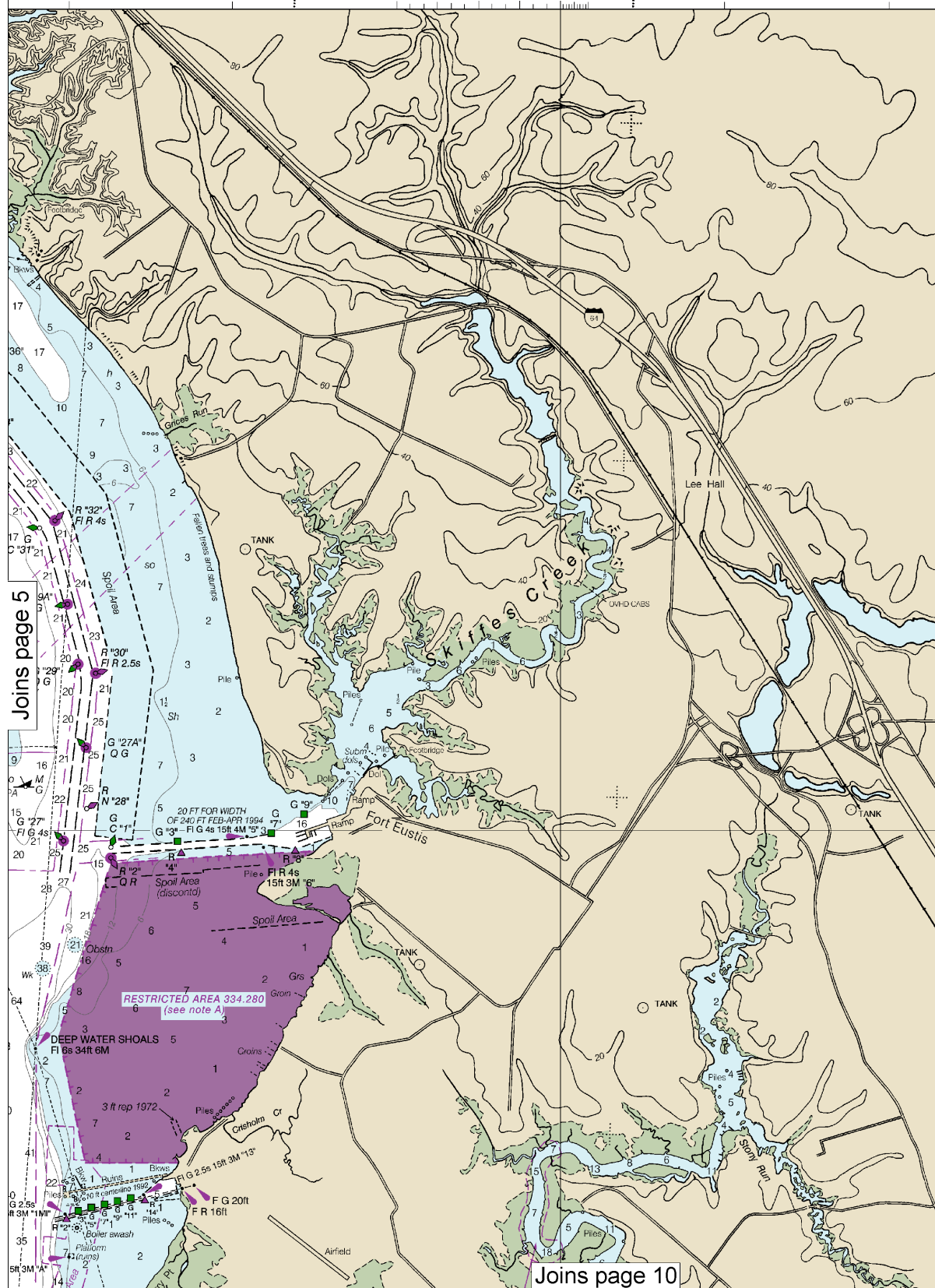
These volumes are available online at <http://www.navcen.uscg.gov>

12248





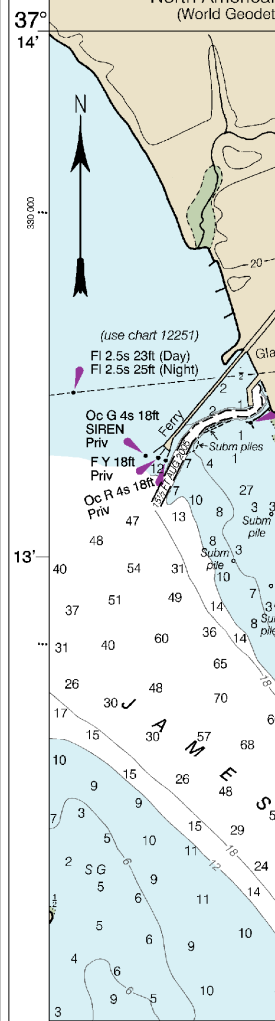
This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



KAPP 588

BACK

Mercator
Scale 1:20,000

North American
(World Geodetic)

CAUTION

FISH TRAP AREAS AND STRU

Regulations to assure clear passage to and from natural channels, and to established landing areas, are contained in the Code of Federal Regulations, Title 33, Chapter 101, Part 101.10. The Code of Federal Regulations, Title 33, Chapter 101, Part 101.10, contains regulations for the establishment of fishing structures, some submerged, may exist. Such structures are not charted unless known to the public.

Where definite limits have not been pre-
fishing structures is restricted only by the rec-

CAUTION

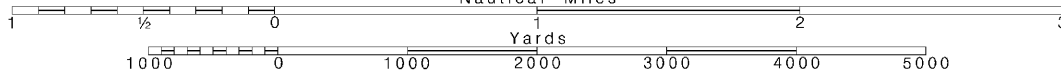
Charted submarine pipelines and cables and submarine pipeline and cable are shown as:

Joins page 10

Printed at reduced scale.

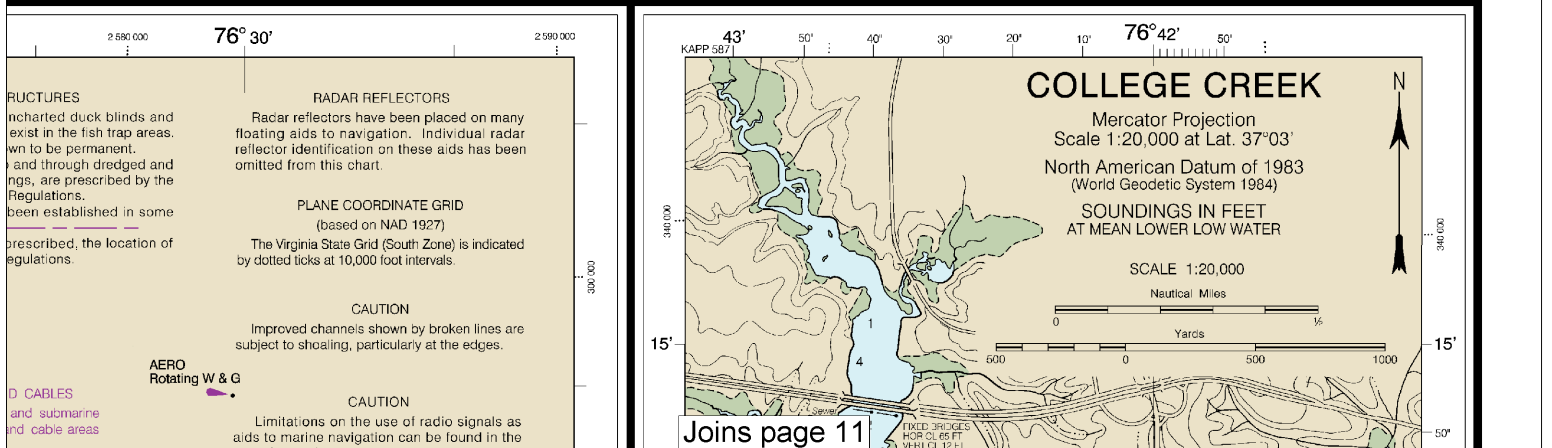
SCALE 1:40,000
Nautical Miles

See Note on page 5.

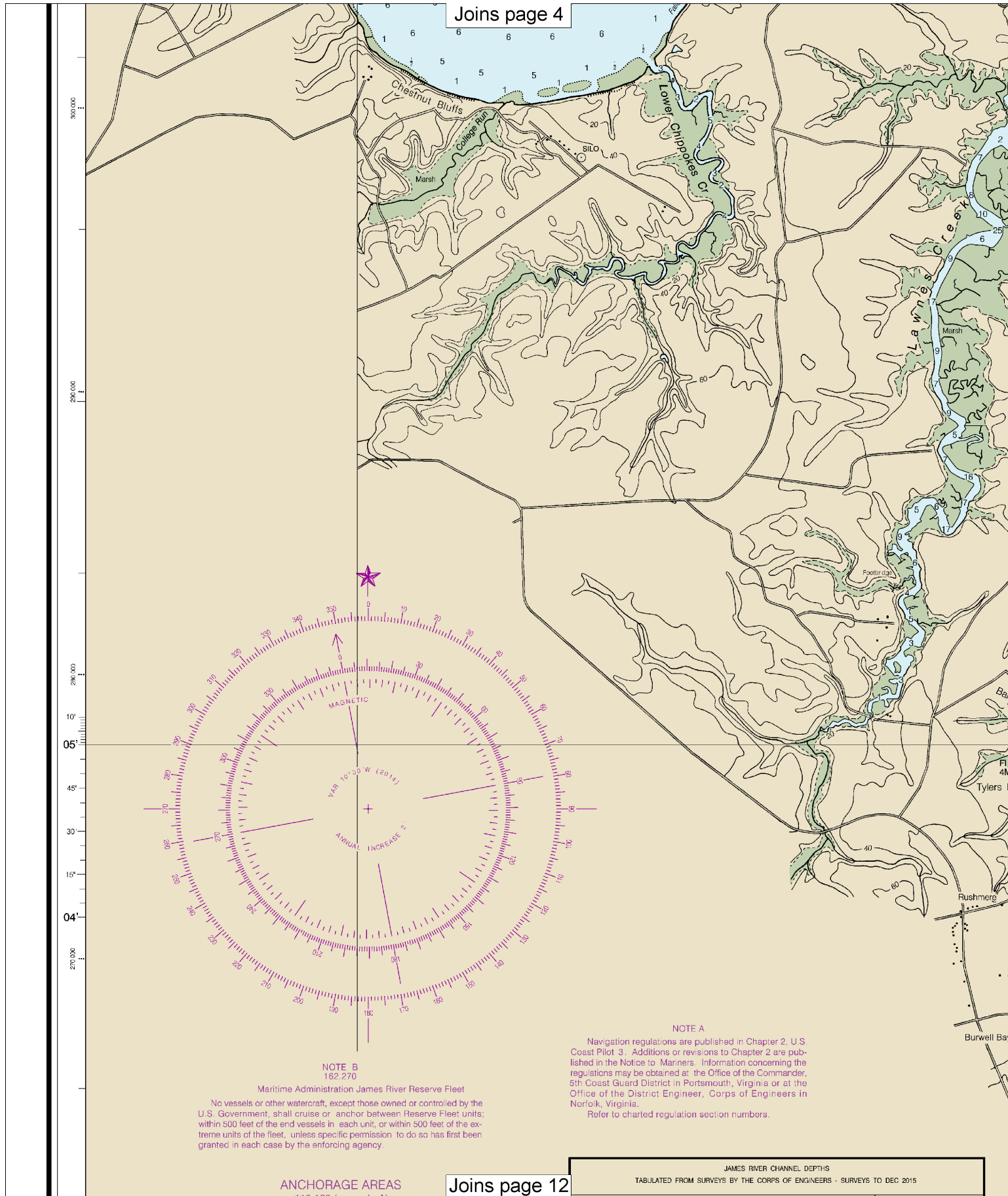


Note: Chart grid lines are aligned with true north.

6



7



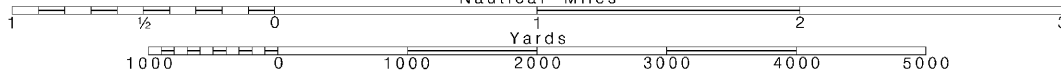
8

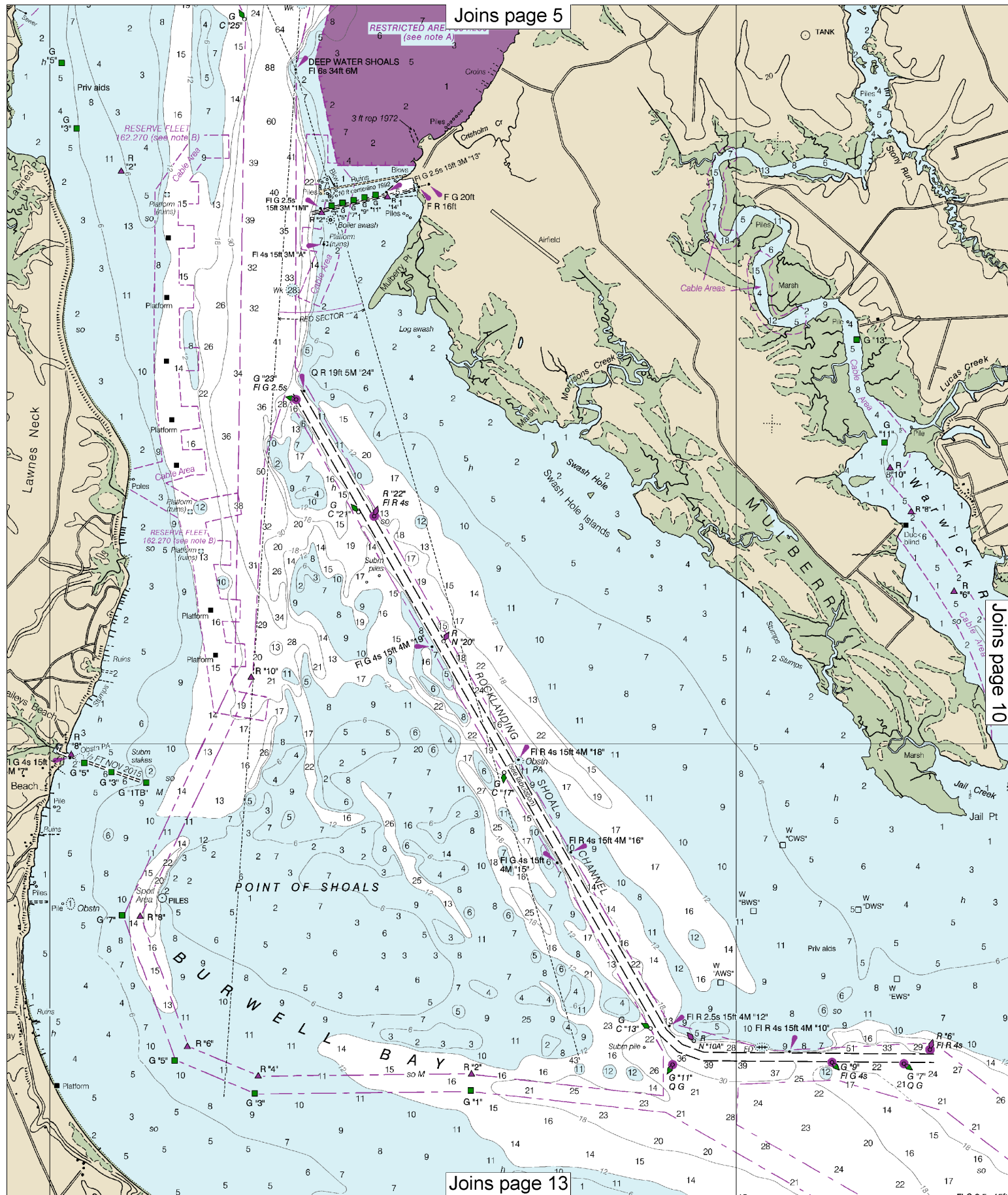
Note: Chart grid lines are aligned with true north.

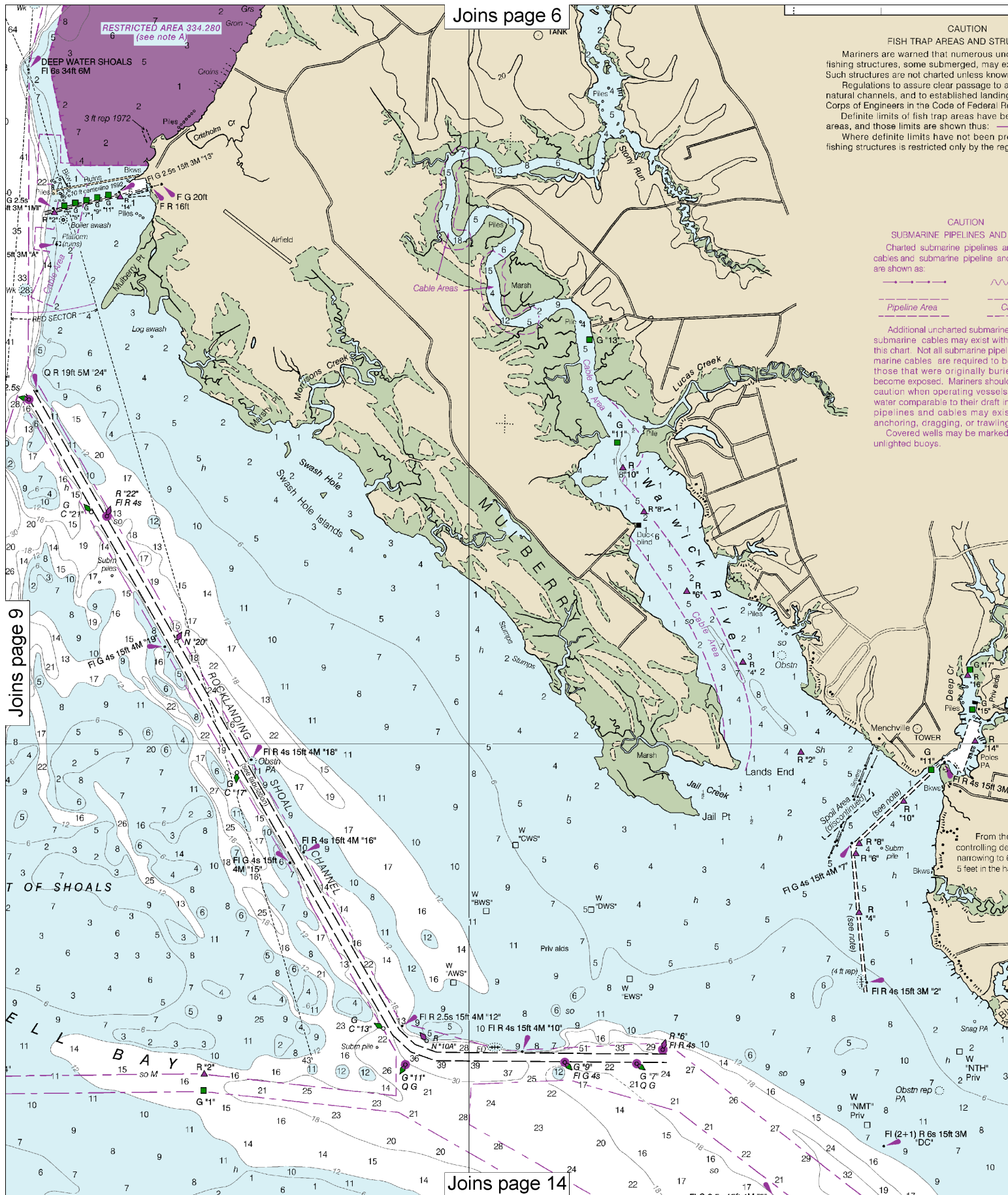
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous uncharted fishing structures, some submerged, may exist. Such structures are not charted unless known. Regulations to assure clear passage to a natural channels, and to established landing areas, and those limits are shown thus: —
Where definite limits have not been posted, fishing structures is restricted only by the regulations.

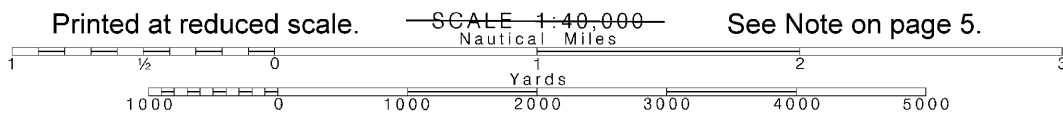
CAUTION
SUBMARINE PIPELINES AND CABLES
Chartered submarine pipelines and submarine cables are shown as: —
Pipeline Area —
Cable Area —

Additional uncharted submarine cables may exist with this chart. Not all submarine pipelines and cables are required to be marked. Those that were originally buried may become exposed. Mariners should exercise caution when operating vessels in these areas. Pipelines and cables may exist under the seabed. Covered wells may be marked with unlighted buoys.

Joins page 9

10

Note: Chart grid lines are aligned with true north.



NOTE B
162.270

Maritime Administration James River Reserve Fleet

No vessels or other watercraft, except those owned or controlled by the U.S. Government, shall cruise or anchor between Reserve Fleet units; within 500 feet of the end vessels in each unit, or within 500 feet of the extreme units of the fleet, unless specific permission to do so has first been granted in each case by the enforcing agency.

ANCHORAGE AREAS

110.168 (see note A)

Limits and designations of anchorage areas are shown in magenta.

① ①-1 ①-2

GENERAL ANCHORAGE

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.

Refer to charted regulation section numbers.

JAMES RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO DEC 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ROCKLANDING SHOAL CHANNEL	24.5	25.6	23.4	1-07	300	6.8	35A
TRIBELL SHOAL CHANNEL	24.1	24.7	24.9	12-15	300	5.0	35A
GOOSE HILL CHANNEL	24.6	25.0	24.6	2-14	300-450	5.7	35A

A. CHANNEL MAINTAINED TO 25 FEET.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CONTINUATION OF NANSEMOND RIVER

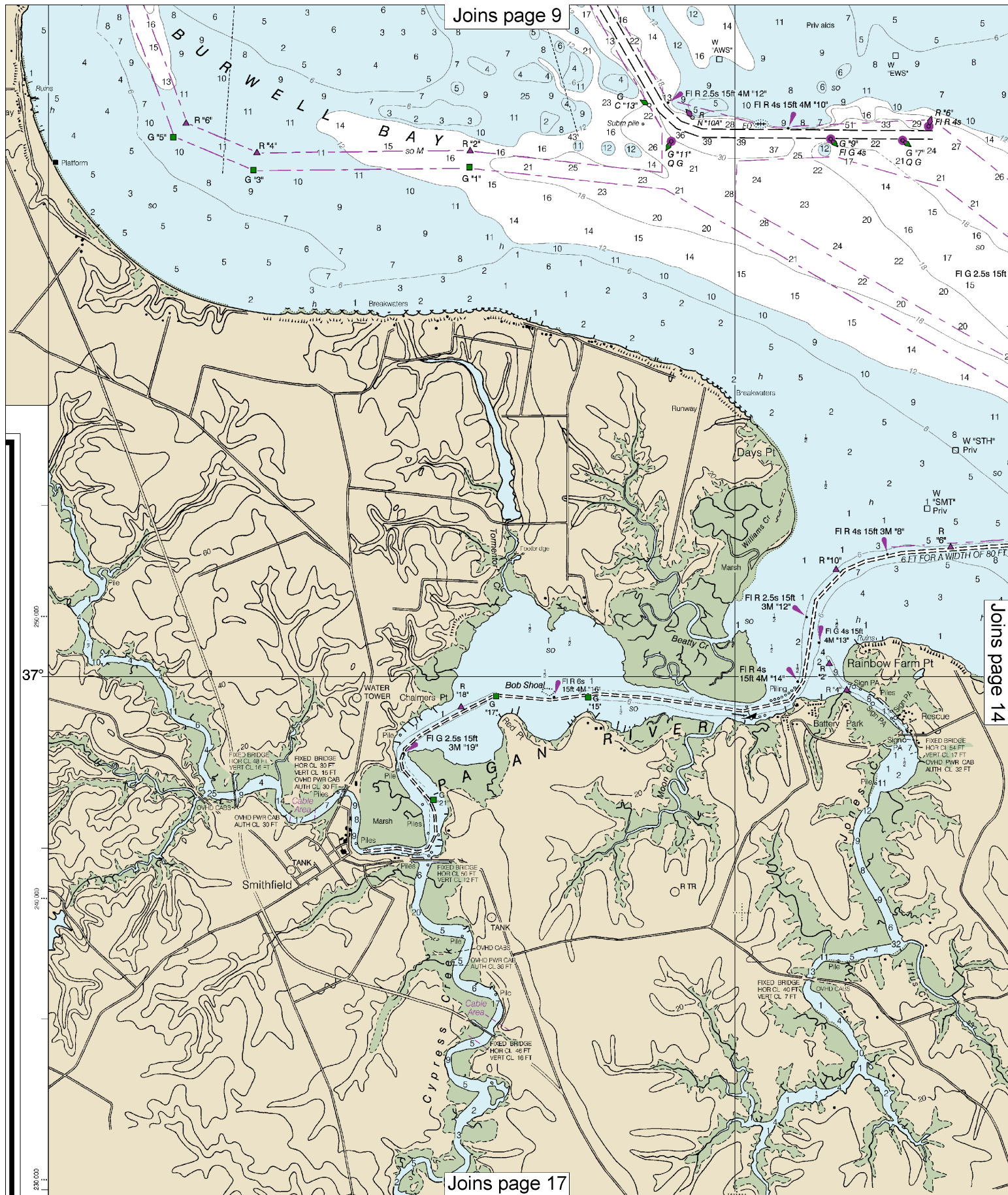
Scale 1:40,000

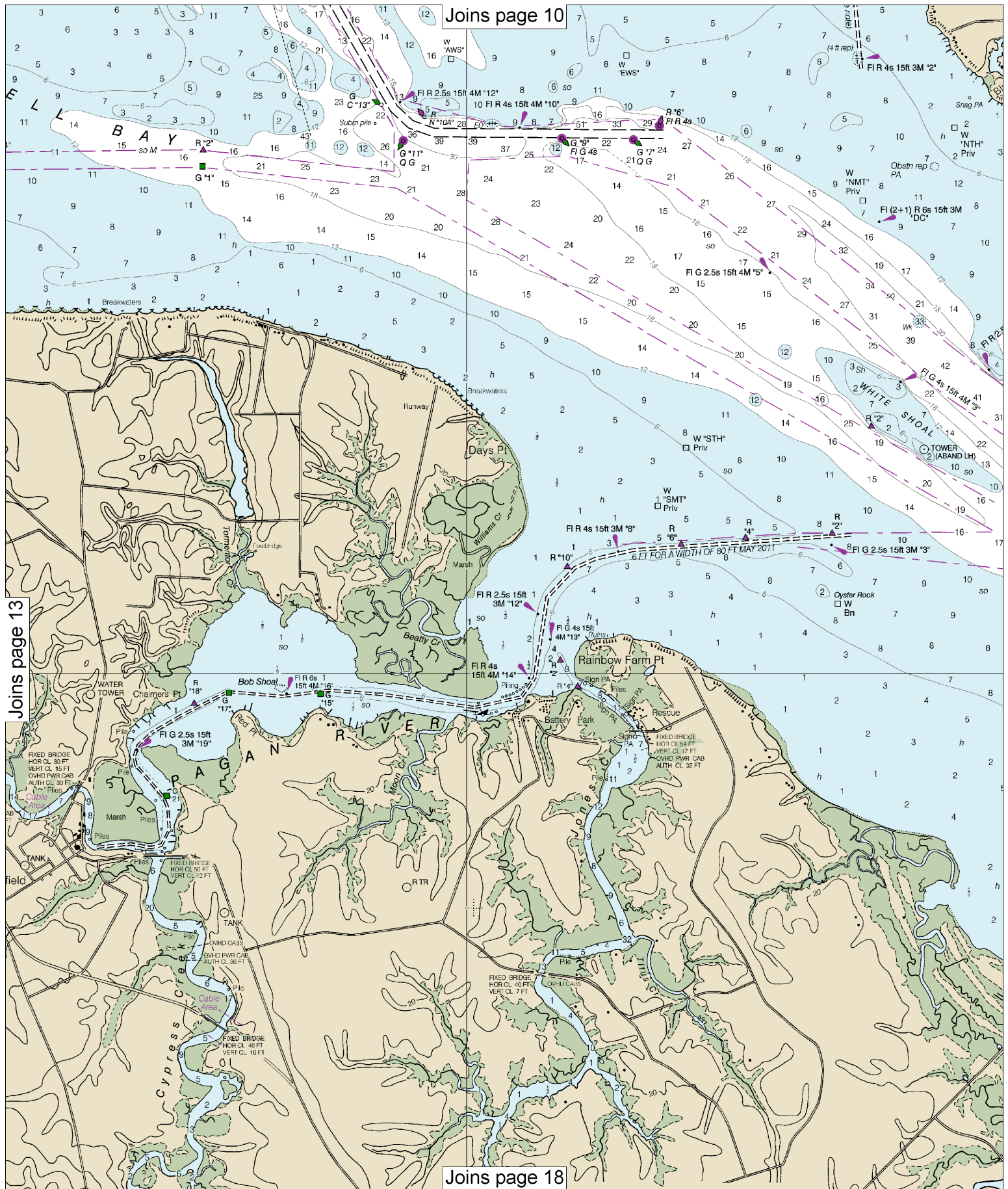
NANSEMOND RIVER

The project depth is 12 feet to the highway bridge at Suffolk. The channel is currently not maintained.

A 6 foot depth will be maintained as required by using traffic in the Western Branch.

Joins page 16



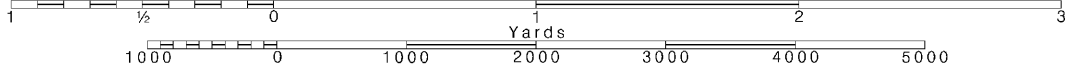


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
CHESAPEAKE BAY - VIRGINIA

JAMES RIVER

NEWPORT NEWS TO JAMESTOWN ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 37°03'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.532" northward and 1.183" eastward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SCALE 1:40,000

Nautical Miles

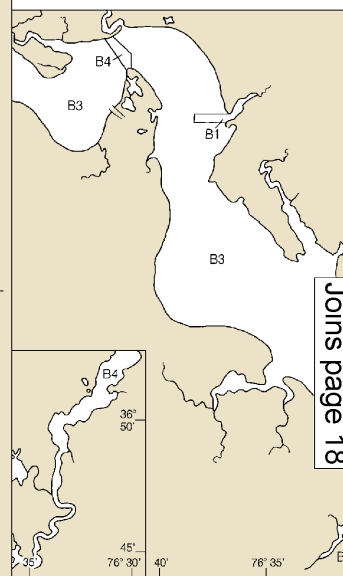
Yards

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent survey information that has been evaluated for charting, as indicated in this diagram by date and type of survey. Charts by the U.S. Army Corps of Engineers are periodically not shown on this diagram. Refer to Chapter 1, United States Coast Survey.

SOURCE

Symbol	Survey Period	Survey Type	Source
A	1990 - 2012	NOS Surveys	full
B1	1990 - 1995	NOS Surveys	part
B3	1940 - 1969	NOS Surveys	part
B4	1900 - 1939	NOS Surveys	part





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
CHESAPEAKE BAY - VIRGINIA

JAMES RIVER

T NEWS TO JAMESTOWN ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 37°03'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

DATUM

Form of this chart is North American Datum of 1983 for charting purposes. Soundings referred to the North American Datum of 1983 corrected an average of 0.1 foot to agree with this chart.

Do not rely solely on any single aid or soundings. See U.S. Coast Survey for details.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

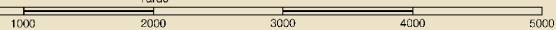
AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SCALE 1:40,000

Nautical Miles

Yards



2 560 000

2 560 000

35°

45°

30°

15°

34°

50°

2 570 000

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

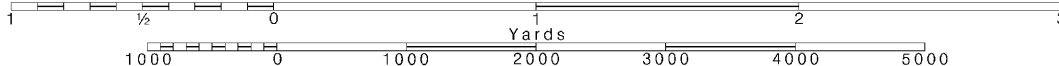
FATHOMS	1	2	3	4	5	6	7	8
FEET	6	12	18	24	30	36	42	48
METERS	1	2	3	4	5	6	7	8

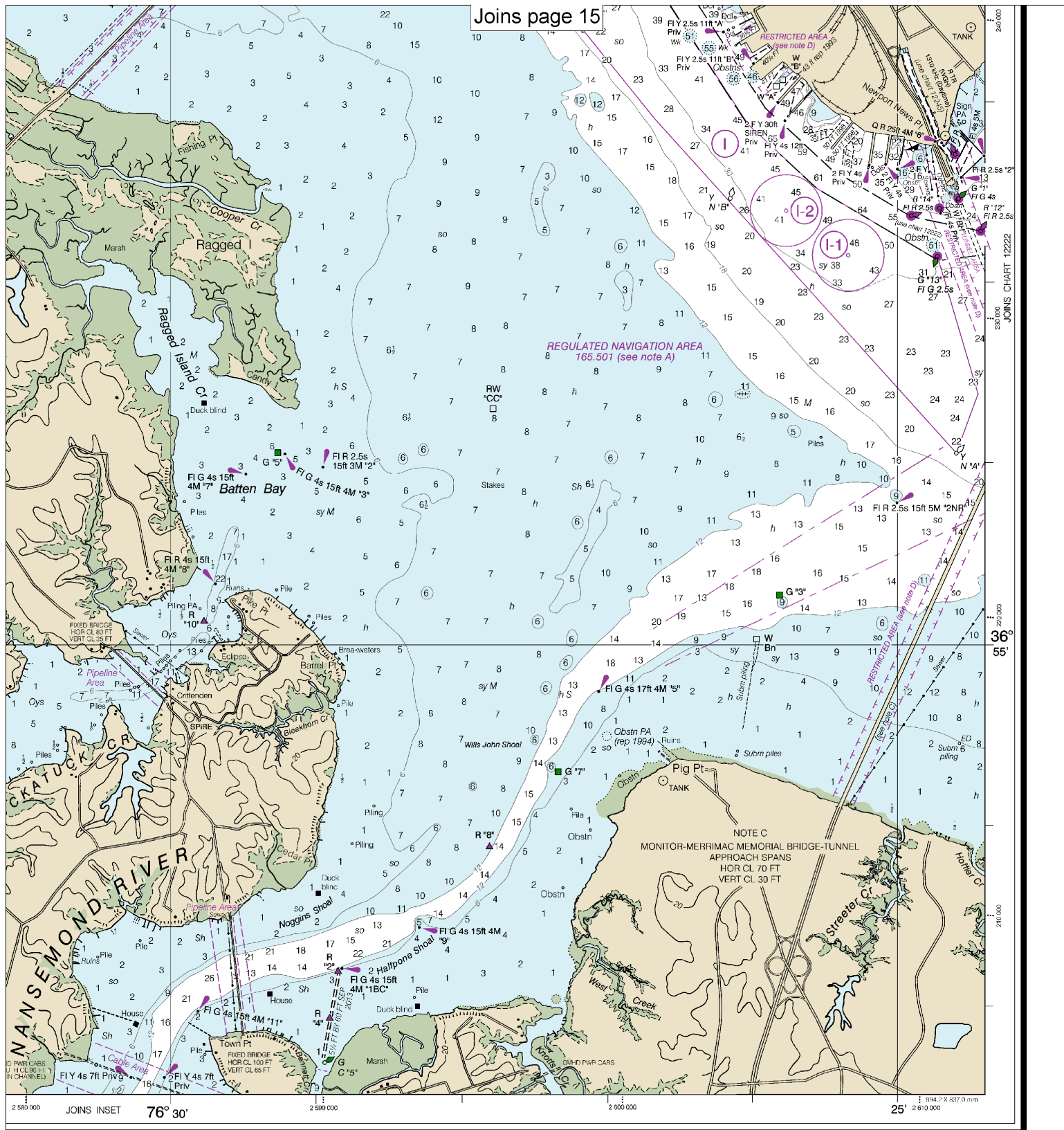
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





James River, Newport News to Jamestown Island
SOUNDINGS IN FEET - SCALE 1:40,000

12248



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.